C5800-30
1/20/89

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 48 No. 1 | INTELLIGENCE | Page 1

MASSACHUSETTS PORT AUTHORITY'S plan to consolidate its appeal of DOT's ruling against the PACE Plan at Boston Logan with a related case already pending in the First Circuit Court of Appeals in Boston, may be contested by PACE Plan opponents. Aviation groups would like to see Massport's appeal of the DOT decision stand on its own, rather than be consolidated with the other case, and would prefer to have the issue argued in another circuit.

AVIATION INTERESTS would like to see some of the military facilities recommended for closure in a report issued last week converted to use as civil airports. The report, issued last Thursday by the Defense Secretary's Commission on Base Realignment and Closure, recommended the closure of five Air Force Bases—George, Mather and Norton in California, Chanute in Illinois and Pease in New Hampshire—plus Hamilton Army Airfield in California, along with other locations having existing aviation facilities or potential for their development.

PIPER AIRCRAFT CORP. expects to be building 1,000 airplanes per year by 1993, nearly four times the company's total of 276 new airplanes in 1987 and nearly double the 550 new Pipers the company expected to deliver in 1988.

MASSPORT 'TEMPORARILY' ABANDONS PACE PLAN

Massachusetts Port Authority has "temporarily" replaced the PACE Plan for Boston Logan Airport with a weight-based landing fee system while it appeals DOT Deputy Secretary Mimi Dawson's decision which found the plan to be "contrary to federal statute" (BA, Dec. 26/201). Massport was scheduled to lose approximately $10.2 million in federal airport improvement grants if it did not rescind the fees.

Massport said it also will seek expedited review of Dawson's decision in the First U.S. Circuit Court of Appeals and will ask the court to consolidate its appeal with the case already pending. That appeal was brought by several general aviation interest groups following a decision upholding the PACE Plan by U.S. District Court Judge David Mazzone (BA, July 4/1).

New system will charge approximately $1.49 per 1,000 pounds of landed weight, as compared to the $1.31 per 1,000 pounds charged before PACE went into effect July 1. Revised fees will also include a $25 minimum landing fee for any type of aircraft as it had done prior to July 1.

David Davis, executive director at Massport, said he had also instructed his staff to "begin working on a delay reducing program which will rely on peak hour charges and off-peak discounts, an approach which many at DOT view favorably if we correctly interpret the discussions that led to their final ruling." Davis said he hopes to have "DOT's support and cooperation as we craft this new airport delay and decongestion program." Davis also said he plans to meet with representatives from the National Business Aircraft Association and the Regional Airline Association to "enlist them in a joint demonstration of the value of the peak program." Jonathan Howe, president of NBAA, said "we are not opposed to some form of peak hour pricing, as long as it is fairly done. We said this as early as a year ago, but they (Massport) would never talk to us."

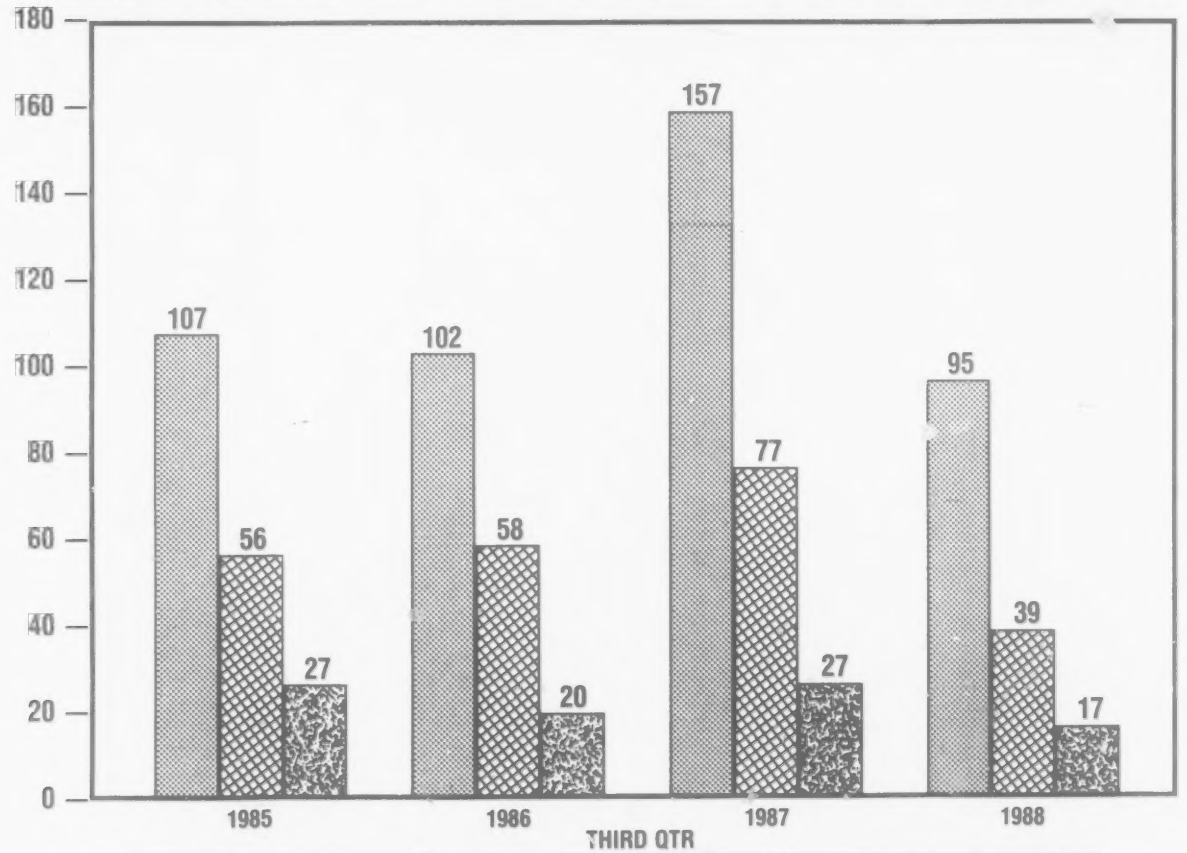
Calling Dawson's finding, a "setback, but not a defeat," Davis said the "Reagan Administration decided to put its muscle behind a small group of private plane owners who are concerned solely with

(Continued on the following page)

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • Dave Colloganl/Editor, Kathryn Bledsoe /Associate Editor, Tom Woodall/Publisher • Published weekly by the Aerospace and Defense Group of McGraw-Hill Information Services Co., a division of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020 (ISSN No. 0888-3467) • Officers of McGraw-Hill Information Services Co.: President: Walter D. Serwatka; Executive V.P.: Kenneth E. Gazzola, Aerospace and Defense. Officers of McGraw-Hill, Inc.: Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive V.P., General Counsel, and Secretary; Frank D. Penglase, Senior V.P., Treasury Operations. • Subscription rates: U.S. qualified rate. One year $345, 6 months $225. Quantity rates on request. Mailed first class. COPYRIGHT © 1989 by McGraw-Hill, Inc. All rights reserved. None of the content of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the publisher.

USED RETAIL JET DELIVERIES - NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

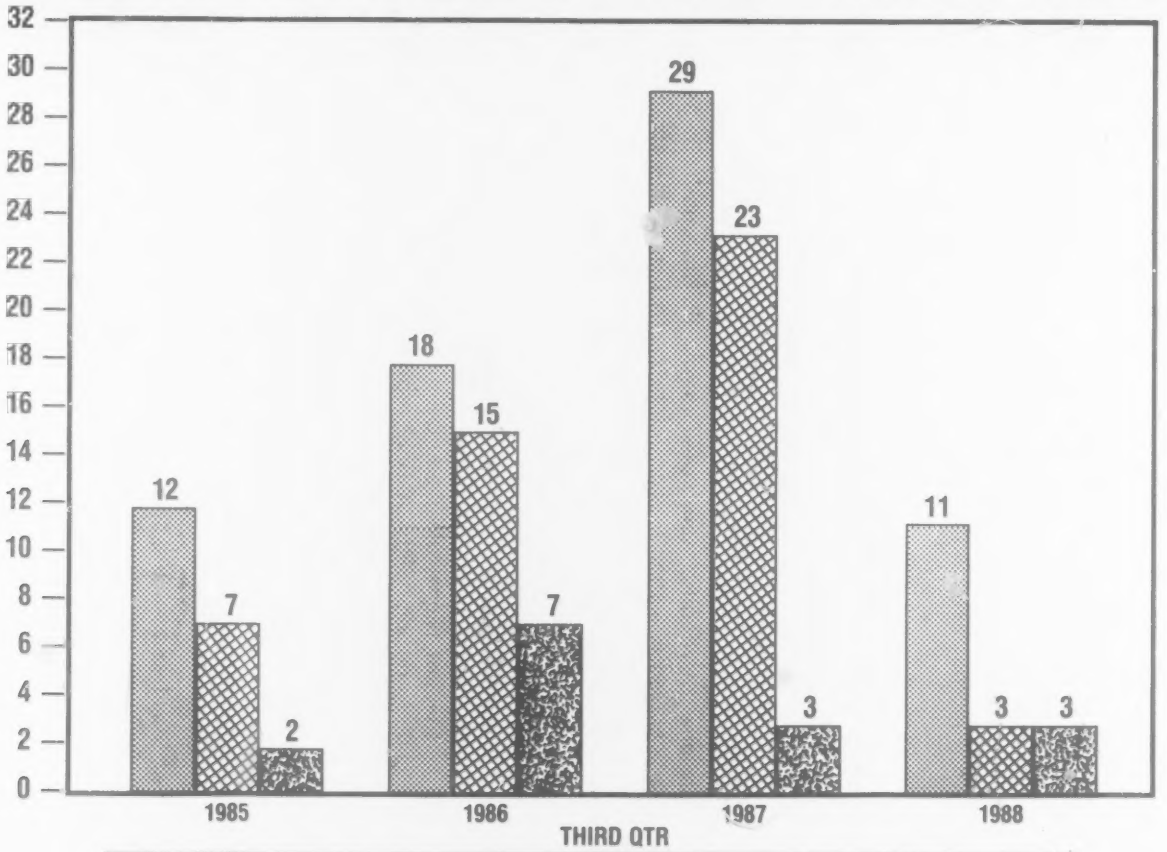
HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

DECEMBER 88

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

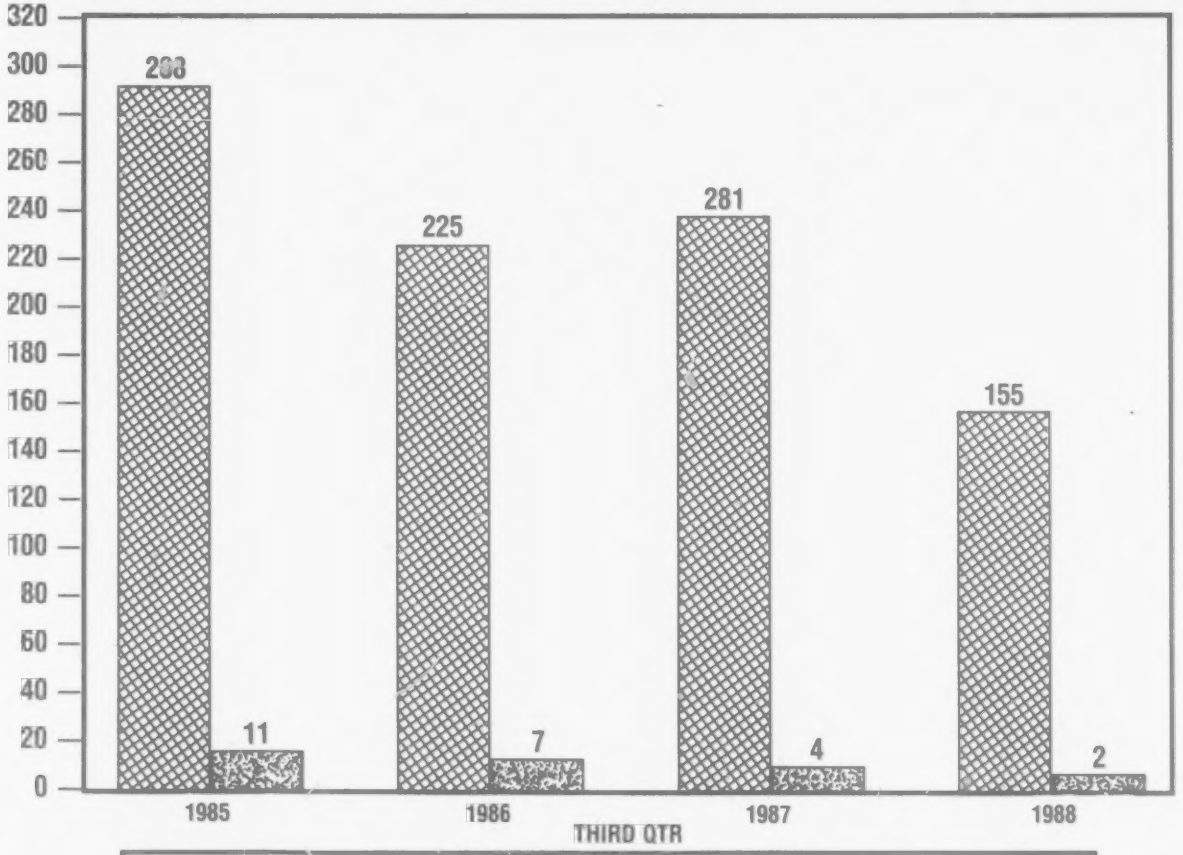
HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

DECEMBER 88

USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

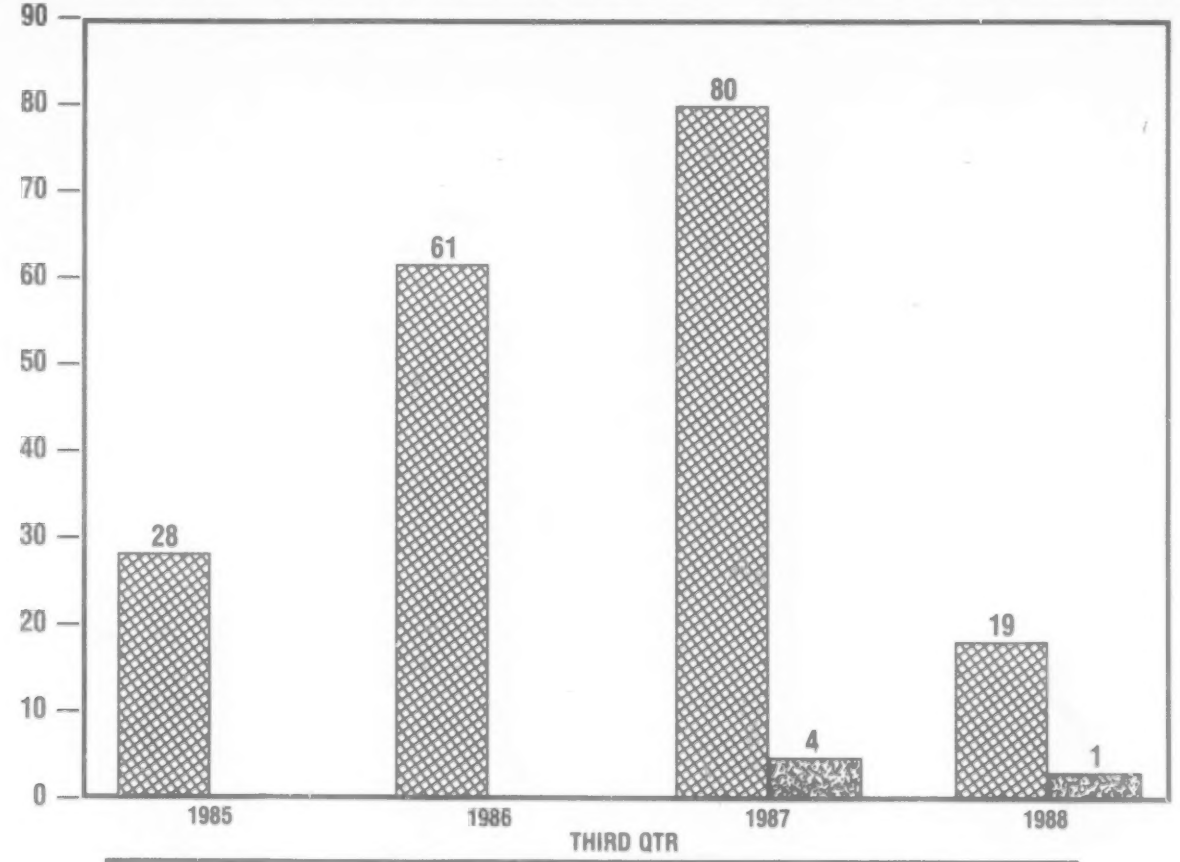
HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

DECEMBER 88

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

DECEMBER 88